



Passage Plan

as per requirements of IMO Resolution A.893(21), Annex 25 of SOLAS V.

This Plan shall be used with appropriate ISM and ISPS Procedures and Forms regarding to Sea Passage and Port stay. International and national Safety, Environmental and Security requirements have to be taken into account as well as a good seamanship and practice.

Vessel:

LETAVIA

Date:

10-Aug-18

Voyage No.:

0GB13S1MA

A) General information about condition and state if the vessel, Pre-Arrival and Pre-Departure

Port of Departure:	HOUSTON
Max. Sailing Draft [m]:	
Estimated Max. Arrival Draft [m]:	
Condition (loaded, ballast):	LOADED
Departure (Date and Time):	
ETA Pilot (Date and Time):	
ETB Pilot (Date and Time):	

Port of Destination:	VERACRUZ
Distance Pilot to Pilot:	617
Distance Berth to Berth:	655
Begin of Sea Passage (Date and Time):	
End of Sea Passage (Date and Time):	
Arrival on the Berth (Date and Time):	

Chart and publications current condition and corrected up to weekly NtM No.

31

Dated:

3-Aug-18

Ecdis name: 02 HOUSTON - ALTAMIRA

GPS: 13

B) Maximum Squat and Under Keel Clearance Calculation

It must be taken into account that if the ship in shallow waters and at forward speed, there is a danger to go aground due to phenomenon known as "squat". Therefore the calculation of the minimum under keel clearance shall include maximum squat parameter. The calculation of the minimum under keel clearance is not limiting necessary observations of it during passage by all available means, such as echo-sounder. The squat calculation shall be done on board in range between minimum and maximum manoeuvring speed of the vessel, in 1 knot difference. Confined water condition is the maximum squat equal 2 x open water condition. The speed "V" is the ship speed relative to the water. Tidal speed and direction of current must always be taken into account by the Master and/or Bridge Officer.

Maximum Squat Calculation		
Speed in knots relative to the water [kn]	Confined waters [m]	Open waters [m]
5.0		
7.0		
9.0		
10.0		
11.0		
12.0		
13.0		
15.0		
17.0		

Maximum Squat (in m) $0 (V^2 / 100) \times C_b$, where

C_b - block coefficient, ship specific from the stability Booklet

ANTICIPATED UNDER KEEL CLEARANCE CALCULATION [m]

Controlling Draft [m] = Minimum Depth + Predicted Height of Tide;

Deep Navigational Draft [m] = Maximum Draft + Calculated squat;

Under Keel Clearance [m] = Controlling Draft - Deep Navigational Draft

C) Port of Departure

Important navigational and communication information have to be entered in the below Tables.

Port /Terminal	HOUSTON
Name/Number of Berth	Container Terminal
Max. Draft	
Max. Air-Draft	
Speed Restriction	15,0 kts

Squat	
Min. Under keel Clearance	
Pilot Off	
Outbound Pilotage Time	
Density of Water	

VHF Ch. Terminal	
VHF Ch. Port Control	16;12
VHF Ch. Pilots	16;14;74
VHF Ch. VTS	12;11;13
VHF Ch.	16

Tidal Information

Standard Port: GALVESTON

Time Differences: HW - LW -

Height Differences: HW - LW -

Low	High	Date	Time	Height	Remarks / Method of Calculation
					ATT
					ATT
					ATT
					atT

D) Passage Planning

Passage from Berth to Pilot Station

In the following table the important waypoints to be entered by passing from Berth to Pilot Station. If passing various courses between waypoints, so should be recorded under "True Course"; the time of course changing to be recorded into "Time" as appropriate.

Landmark / Remarks	True Course	Average Speed	Time	Charts	Name of Helsman
29°36.822N 094°57.499W		By Order		ECDIS	AB
29°33.613N 094°54.979W	145,5	By Order		ECDIS	AB
29°29.458N 094°51.862W	146,7	By Order		ECDIS	AB
29°29.247N 094°51.757W	156,4	By Order		ECDIS	AB
29°22.032N 094°48.085W	156	By Order		ECDIS	AB
29°20.867N 094°46.897W	138,2	By Order		ECDIS	AB
29°20.554N 094°46.163W	115,9	By Order		ECDIS	AB
29°20.739N 094°42.916W	86,3	By Order		ECDIS	AB
29°20.428N 094°41.319W	102,5	By Order		ECDIS	AB
29°19.831N 094°40.192W	121,1	By Order		ECDIS	AB
29°18.230N 094°37.169W	121,2	By Order		ECDIS	AB
29°16.102N 094°34.402W	131,3	By Order		ECDIS	AB
29°15.525N 094°33.538W	127,3	By Order		ECDIS	AB
29°15.502N 094°32.586W	92	By Order		ECDIS	AB

FUEL CHANGE OVER IF SUPPLYING
APPROPRIATE MGO LS

Passage from Pilot Station to Pilot Station

The parameters in the column "Dist." is related to the next waypoint; Under Keel Clearance is related to the depth on appropriate chart if deepwater passage than "DW" letters to be entered

WP	Latitude	Longitude	Course	Distance	min. UKC	Charts	ECA		Remark/preferred fix method & frequency
							in	out	
811 HOU PLT	29°15.502N	094°32.586W			DW	ECDIS	<input type="checkbox"/>	<input type="checkbox"/>	
826	29°12.806N	094°31.316W	158	2,9 nm	DW	ECDIS	<input type="checkbox"/>	<input type="checkbox"/>	Radar, GPS / 10 mins
827	29°08.188N	094°25.697W	133	6,7 nm	DW	ECDIS	<input type="checkbox"/>	<input type="checkbox"/>	Radar, GPS / 10 mins
1128	27°09.447N	094°24.526W	180	119,0 nm	DW	ECDIS	<input type="checkbox"/>	<input type="checkbox"/>	Radar, GPS / 10 mins
1127 SECA OUT	26°00.450N	094°38.932W	191	70,2 nm	DW	ECDIS	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Radar, GPS / 10 mins
759	19°19.460N	096°00.111W	191	408,0 nm	DW	ECDIS	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Radar, GPS / 10 mins
761	19°12.072N	096°00.597W	184	7,4 nm	DW	ECDIS	<input type="checkbox"/>	<input type="checkbox"/>	Radar, GPS / 10 mins
762 VER PLT	19°11.175N	096°03.395W	251	2,8 nm	DW	ECDIS	<input type="checkbox"/>	<input type="checkbox"/>	Radar, GPS / 10 mins

Total Distance: 617,0

Passage from Pilot Station to Berth

In the following table the important waypoints to be entered by passing from Berth to Pilot Station. If passing various courses between waypoints, so should be recorded under "True Course"; the time of course changing to be recorded into "Time" as appropriate.

Landmark / Remarks	True Course	Average Speed	Time	Charts	Name of Helsman
19°11.175N 096°03.395W		By Order		ECDIS	AB
19°12.139N 096°05.536W	296	By Order		ECDIS	AB
19°12.277N 096°06.002W	287	By Order		ECDIS	AB
19°12.148N 096°07.214W	264	By Order		ECDIS	AB
19°12.299N 096°07.893W	283,0	By Order		ECDIS	AB

E) Points and Areas of Special Concern and "No-Go Areas" (obstacles, congested traffic area, etc.)

All important for safe navigation areas and points on the route must be recorded. "No-Go Areas" have to be marked on appropriate charts accordingly.

Chart	Position or Landmark	True Course	True Bearing	Radar Range	Min. Distance Off	Remarks
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F) Passage route segregation on Sections of concern

The Passage route has to be segregated on three Sections of concern: **I, II and III.**

SECTION I: Sea/Ocean Passage;

SECTION II: EOSP to POB, Pilot off to BOSP or points and areas of special concern;

SECTION III: Pilotage to/from the berth.

Data for each Section must be determined by Master only.

Please note that the Sections I and II can be mixed, i.e. Section II can be entered into the Section I in case the ship has in her Sea Passage any points or areas of special concern. All available means must be used to observe the ship's **position**. In the **"Bridge Team"** state the persons by Rank occupying the bridge. **"Max.Speed"** – maximum permissible or recommended speed for appropriate SECTION. **"Rudder Control"** – autopilot or manual.

"Alternative Action" – contingency plan for alternative action must be entered to place the vessel in deep water or proceed to a port of refuge or safe anchorage in the event of any emergency necessitating abandonment of the plan, taking into account existing shore-based Emergency response arrangements and equipment and the nature of the cargo and of the emergency itself.

Parameter	Section I	Section II	Section III
Position Start - End	BOSP - EOSP	EOSP - POB, PILOT OFF - BOSP	POB - BERTH, BERTH - PILOT OFF
Bridge Team	Master, OOW, AB	Master, OOW, AB	Master, OOW, AB
Max. Speed	By order	By order	By order
Rudder Control	Autopilot	Autopilot, Manual	Autopilot, Manual
Alternative Action	Contingency Plan	Contingency Plan	Contingency Plan

G) Port of Arrival

Tidal Information

Standard Port: Time Differences: HW - LW -
 Height Differences: HW - LW -

Low Water	High Water	Date	Time	Height	Remarks / Method of Calculation
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	ATT
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	ATT
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	ATT
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	

Important navigational and communication information have to be entered in the below Tables.

ETA	<input type="text"/>	Squat	<input type="text"/>	VHF Ch. Terminal	<input type="text"/>
Port /Terminal	VERACRUZ	Min. Under keel Clearance	<input type="text"/>	VHF Ch. Port Control	16, 10
Name/Number of Berth	Container Terminal	Speed Restriction	<input type="text"/>	VHF Ch. Pilots	16, 13, 14
Max. Draft	<input type="text"/>	Density of Water	<input type="text"/>	VHF Ch. VTS	16, 10
Max. Air-Draft	<input type="text"/>			VHF Ch.	16

H) Publications Used

Publications	POD	Sea Passage	POA
List of Lights	Digital List of Lights Area 6	Digital List of Lights Area 6	Digital List of Lights Area 6
Admiralty of Radio Signal	ADRS Vol 1,2,3,4,5 -Area 2; Vol-6(6)	ADRS Vol 1,2,3,4,5 -Area 2; Vol-6(6)	ADRS Vol 1,2,3,4,5 -Area 2; Vol-6(6)
Sailing Directions	eNP69A	eNP69A	eNP69A
Tide Table	Admiralty Digital Publication	Admiralty Digital Publication	Admiralty Digital Publication
Others	Port's Guide, Routeing Chart	Routeing Chart	Port's Guide, Routeing Chart

I) Additional Information

Any particular information relevant to this Passage Plan should be recorded, i.e. Expected weather conditions, particular features of Port, approaching, communication, current, tides, hazards, buoys systems, etc. if appropriate.

Condition	POD	Sea Passage	POA
Vsl security level during ports stay & during sea passage Level 1; Maintain effective enhanced vigilant anti-piracy watches, lookouts			
should be fully briefed. All personnel briefed on their duties, including familiarity with the alarm signal signifying a piracy attack Ensuring that			
there are sufficient binoculars for enhanced bridge team, search lights STBY for immediate use when required. Evaluate suspicious activity for			
piracy definitions. If pirate attack is imminent follow the ship's security plan follow according to Anti Piracy Management Practices instruction.			

K) Notes or Remarks

Protection of the Marine Environment all garbage category discharge into sea prohibited, only for discharge food waste chief cook shall be receive permission from chief officer when vsl. outside special areas, more or 12 nm from nearest shore, en route and as far as practicable. Oil and oily mixtures shall be retained on board for subsequent discharge to reception facilities or discharge into sea in accordance with the following provisions: 1.) The Ship is proceeding en route. 2.) The ship has in operation equipment of a design approved by the Administration that ensures that the oil content of the effluent without dilution does not exceed 15 ppm. Each operation shall be fully recorded without delay in the Oil Record Book. No discharge into sea chemicals or other substances in quantities or concentrations which are hazardous to the marine environment. When the ship is involved in an incident which results in the discharge of oil or chemical substances, pollutant to the marine environment, the master is obliged under the terms of MARPOL 73/78 to report details of the incident, without delay, to the nearest coastal state by means of the fastest telecommunication channels available, to the Port State Authorities if the ship is in port and to the Ship Interest Contacts. In this context reference is made to the Shipboard Oil Pollution Emergency Plan in which further detailed reporting can be found. The ship has in operation an approved sewage treatment plant. Chinese ministry of transport has announced that from 1 April, 2016, vessel must use fuel oil containing 0.5% sulphur or less during port stay at Ningbo (during one hour after alongside and one hour prior ship's departure at berth), and ships shall carry a written procedure showing how the fuel oil change-over is to be done, the volume of low sulphur fuel oils in each tank as well as the date, time, and position of the ship when any fuel-oil-change-over operation completed, shall be recorded in log-book.

Monitor wind direction & speed, current, monitor UKC on the Echo Sounder, monitor weather SPOS8/EGC/NAVAREA warnings, heavy precautions in case bad weather, keep sharp look out at all times. When will encounter dense fishing traffic call Master, ship's horn is too helpful. If in doubt of the vessel PSN inform Master immediately. Follow Masters Standing Orders. The environmental risk for the intended voyage has been assessed and was taken into account.

Shallow waters-Follow recommended TSS and VTS recommendations. Large numbers of vessels and fishing boats-navigate with caution

Date:

10-Aug-18

Master	GEILEANU MIHAI
C/O	BELICYN NIKOLAJ
2/O	LINCALLO JOSELITO JR. PRADO
NWOIT	EISMONT ANDRII